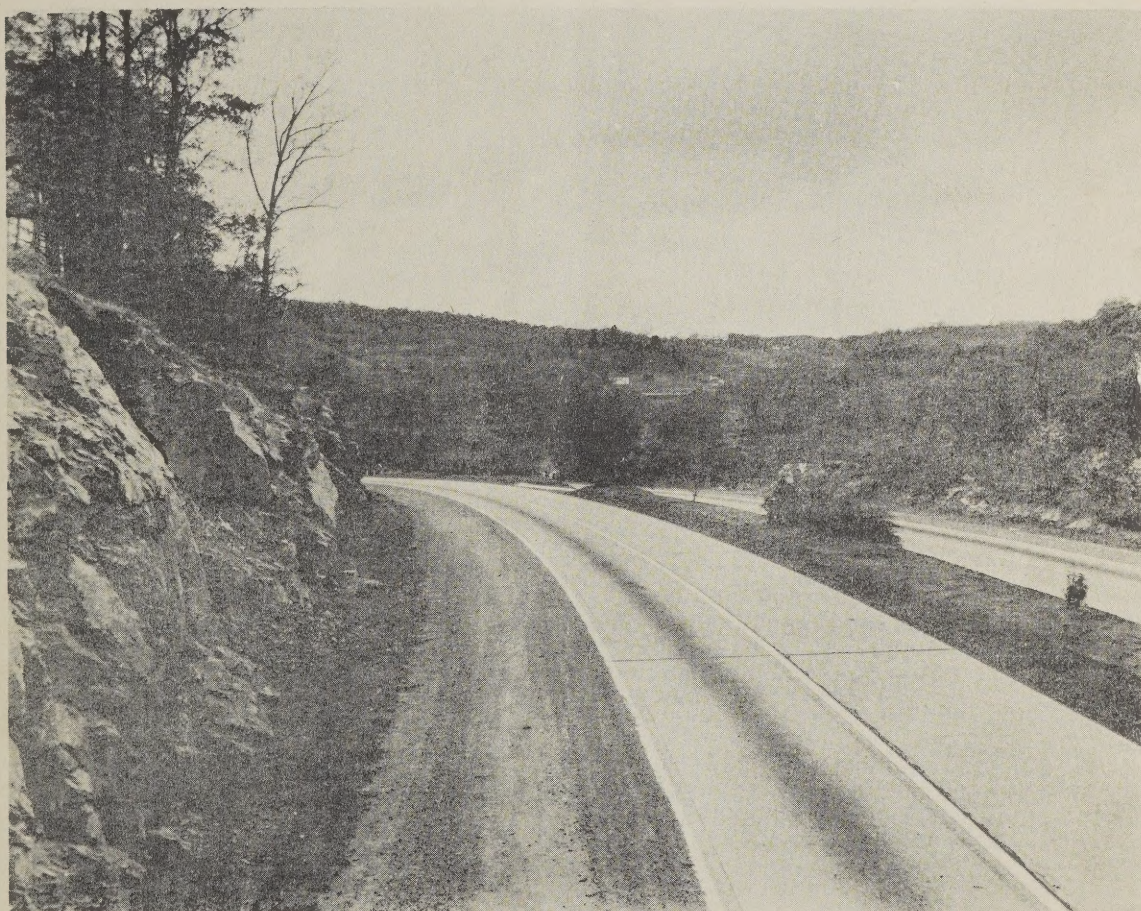


TEN YEAR CLUB HIGHLIGHTS

NEW JERSEY STATE HIGHWAY DEP'T.



SPRING NUMBER

TENTH ANNIVERSARY

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OFFICERS

CYRUS CARD
PRESIDENT
38 PARENT AVENUE
TRENTON, N. J.

HERMAN N. KRAMER
1ST VICE PRESIDENT

C. E. KUCKER
2ND VICE PRESIDENT

EUGENE J. PALMER
3RD VICE PRESIDENT

JAMES B. WALTER
SECRETARY
79 S. HERMITAGE AVENUE
TRENTON, N. J.

CHARLES J. DOHERTY
ASSISTANT SECRETARY

WILBUR H. SPENCER
FINANCIAL SECRETARY
258 WEBER AVENUE
TRENTON, N. J.

CLYDE W. CASE
TREASURER

Ten Year Club

INCORPORATED

New Jersey State Highway Department
(10th Anniversary Year)



COMMITTEE CHAIRMEN

ROBERT C. MACMULLIN
ENTERTAINMENT

ARTHUR J. LICHTENBERG
NOMINATING
SERVICE AWARDS

ERNEST J. BIRCH
MEMBERSHIP

CHARLES I. LEVINE
CONSTITUTION AND BY-LAWS

PAUL G. SEFRIN
HISTORIAN
44 COLONIAL AVENUE
TRENTON, N. J.

April 1, 1940

Dear Fellow Members:

This issue of the Ten Year Club Highlights is being published by the Club through the efforts of the Highlights Committee. Its purpose is to give you knowledge concerning the Club, its members and functions.

With the approval of our Commissioner, the Highlights will publish information concerning the different phases of work of the several Divisions of the Department. I trust that these articles will enable us to familiarize ourselves more with the workings of our members and enable us to respect each other's work and problems. Thus, we should be encouraged to be more loyal to each other, to our Department and State.

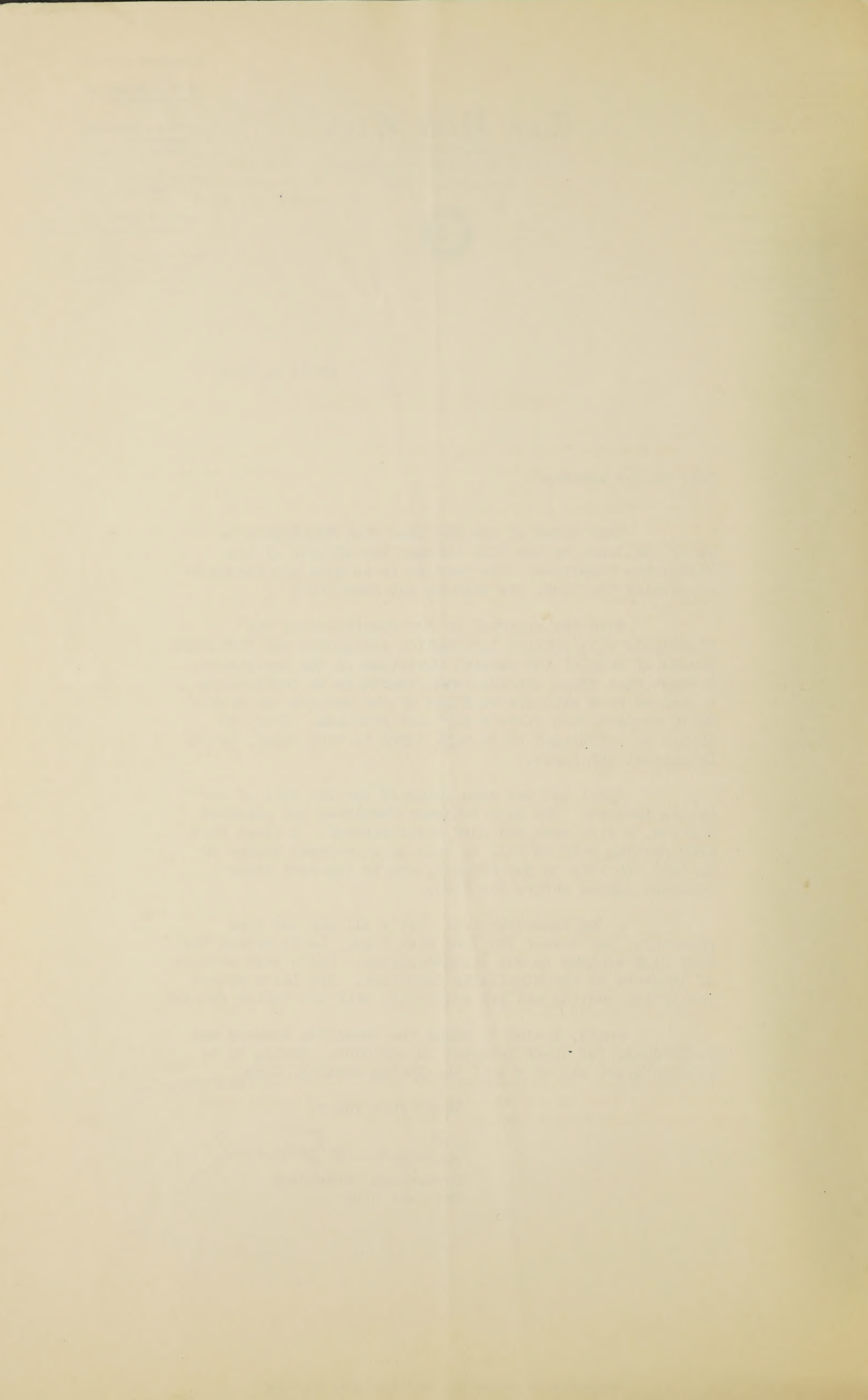
April 1st has been selected for the date of our Spring meeting. The Entertainment Committee has provided a place, a fine menu and good entertainment. A short business meeting will be held to vote on a proposed change of By-Laws, to vote on new members, and to transact other business coming before the Club.

A few reminders are: Let's all pay our dues promptly. Let's wear Ten Year Club Pins. Let's attach Ten Year Club emblems to our license plates. Let's send matters of interest to the Highlights Committee. And let's attend the Spring meeting and get acquainted with our fellow members.

Again, I wish to thank the Committee members and individuals for their interest in our Club. Hoping to be able to greet all of you at the Spring meeting, I am

Very truly yours,

Cyrus Card
Cyrus Card, President
Ten Year Club



Ten Year Club
E. Donald Sterner
March 13, 1940

LOYALTY AND GOOD FELLOWSHIP

The motto of the Ten Year Club, which reads; "Dedicated to the promotion of loyalty and good fellowship", seems to me to be the foundation upon which any successful organization must be predicated. That you have adhered to this motto is evidenced by the growth of your club and the enthusiasm of its members.

In the years that I have served as State Highway Commissioner, I have tried to foster, within the Department as a whole, this same spirit of loyalty and cooperation, to the end that we, as public employees, might more efficiently serve the people of this State.

To assure our continued success in this movement, it is necessary that each of us, whether members of the Ten Year Club or not, should conduct ourselves at all times so as to reflect credit, not only upon the State Highway Department, but upon ourselves.

It is important to remember that the employee working on the highway is in the public eye more often than the executive seated at his desk. Regardless of his capacity, every man is an integral part of the whole and any weak link will impair the efficiency of our entire department.

During the past few years there has been a marked change for the better in the attitude of the people of New Jersey towards this Department. I feel that this should be credited, in no small part, to the efforts of the Ten Year Club. If this same devotion to an ideal can, through your further efforts, be made to include all employees, I feel that you will have accomplished much.

Therefore, were I to leave one thought with you, it would be simply this: Continue your fine work; take pride in your Department; work to the end that we can and will make every citizen of New Jersey justly proud of us.

Ten Year Club
James Logan
March 13, 1940

- HIGHWAY BEAUTIFICATION -

The romance in engineering has not vanished. There are still undiscovered thoughts and ideas yet to be thought of and developed. The field of Highway Engineering today is brighter than ever; all it takes is a good education and the determination to accomplish something and the rest will follow as a matter of course, providing one is willing to apply himself.

There is now being developed, in the New Jersey State Highway Department, a somewhat different design in roadside beautification. This has been started on the John Davison Rockefeller Memorial Highway where it passes through virgin territory untouched by civilized development, but on terrain not very well endowed for sustaining growths that require considerable nutriment, but by judicious planning and the use of types of fauna and flora it has been possible to bring about a type of roadside development probably equal to any that has been planned in neighboring States. Continual favorable comments are reaching State Highway Commissioner Sterner, from passing motorists, of this new departure in roadside improvement. Those of the Highway Department who have not been working on this or have not passed through it should take the opportunity sometime, especially after it is freshened in early leaf and bloom, to visit the site to see what can be accomplished in what is sometimes known as the Pine Barrens of New Jersey. This particular section of Highway Beautification lies east, on Route #40, of the intersection of Route #S-40.

May the 40's prove a new era in the accomplishments of the New Jersey State Highway Department's organization and may you all move forward together in the further development of one of the best Highway Systems to be found in the world.

- H I G H L I G H T S -

THE TEN YEAR CLUB

TENTH ANNIVERSARY YEAR

MARCH - 1940

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Charles F. Hunt - Projects (Chairman)
William J. Ryan - Laboratory
David R. Lawshe - Bridge
John T. Madden - Construction

Charles S. Fearnley - Maintenance
Edward S. Drake - Real Estate
Robert C. Martin - Equipment
Eugene J. Palmer - Administration

SPRING DINNER
AND
FIRST MEETING
IN OUR TENTH ANNIVERSARY YEAR

To be held in South Jersey
at the Red Hill Inn
Route #25
Pennsauken

on

April 1, 1940

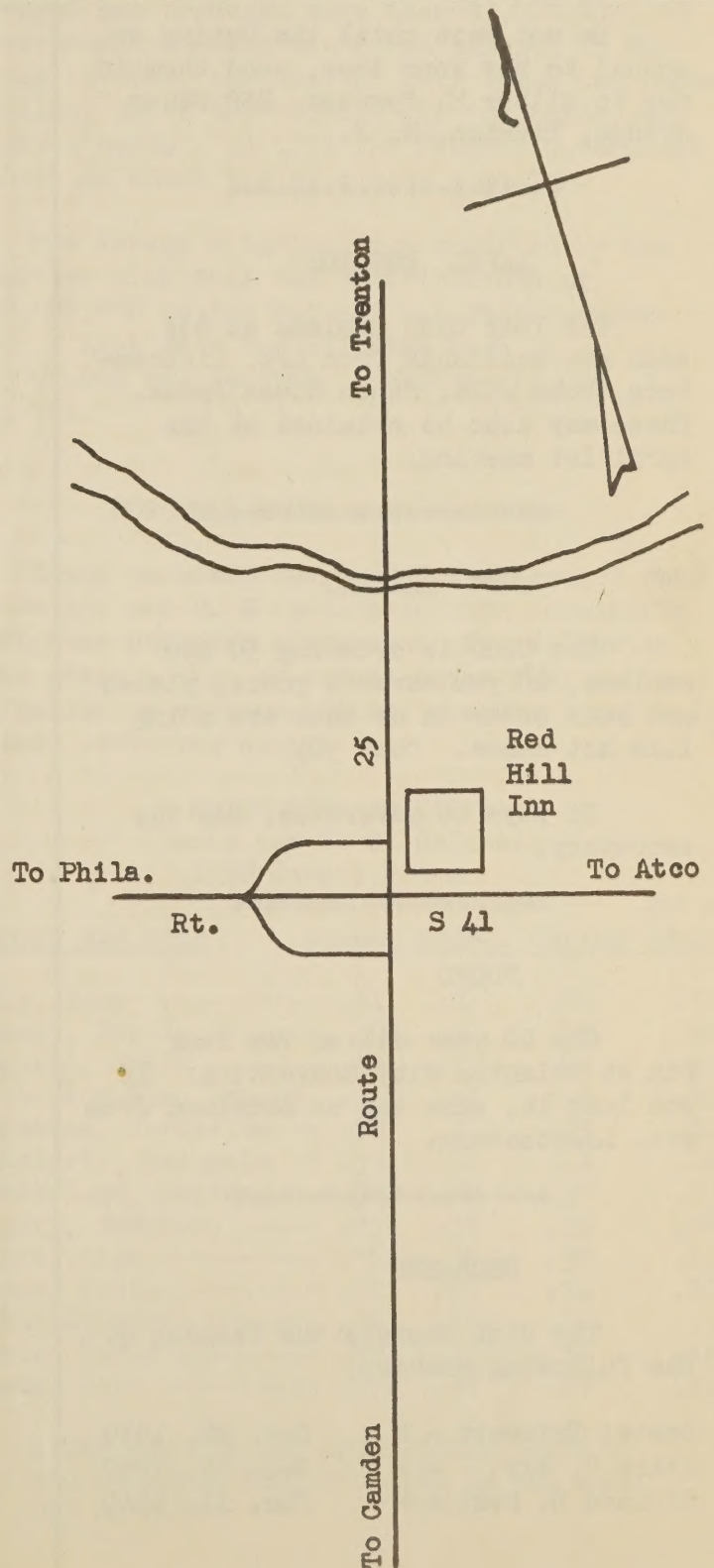
at

7:00 P. M.

This is no April Fool's Meeting, believe you me. The tickets are going to be only \$1.00, the cheapest ticket in the history of the Club for a meeting of this kind. We expect to have a Steak Dinner, all the beer you want to drink and at least an hour of good entertainment.

The field representatives will have Dinner tickets and Jimmie Walters, our secretary, will have tickets for the Bus we are chartering for the trip. It will be necessary for you to make reservations as soon as possible, in order that you will be assured of a seat on the Bus, which will leave the State House Annex at 5:45 P.M. Bus fare will be 50¢. See you then.

Bob. MacMullin, Chairman
Entertainment Committee



March 1940

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FINANCIAL SECRETARY'S
NEWS ITEM

Although over 25 per cent of our membership have responded to the call for dues, it still leaves a large number delinquent.

Prompt payment of dues enable your Officers and Committees to plan efficiently and give you dollar for dollar value.

Do not wait until the Outing or Annual to pay your dues, send them in now to Wilbur H. Spencer, 258 Weber Avenue, Trenton, N. J.

LAPEL EMBLEMS

Ten Year Club Emblems at 65¢ each are available from Art. Lichtenberg, Room #316, State House Annex. These may also be obtained at the April 1st meeting.

AUTO EMBLEMS

The Club is ordering 50 new emblems, if you haven't yours, please get your order in as they are going like hot cakes. Cost 50¢

It pays to advertise, see the secretary.

FOUND

One 20 year Silver Ten Year Pin at Atlantic City Convention. If you lost it, same can be obtained from Art. Lichtenberg.

DECEASED

The Club regrets the Passing of the following members:

Daniel Tribbett - M	Dec. 28, 1939
Atlee C. Ely - E	Dec. 29, 1939
Richard B. Newton-P	Jan. 11, 1940

AMENDMENT TO CONSTITUTION AND
BY - LAWS

To cover the cases of employees who were laid off in 1933, for a period in some cases of two or three years and yet who had an aggregate employment with the Department of more than ten years, your Constitution and By-Laws Committee recommends the following amendments to the Constitution and By-Laws for the "Ten Year Club":

Article 3. Membership. Section 1. Membership shall be confined to white male employees who have been in the service of the N.J.State Highway Department for an accumulated total of gainful employment of not less than ten years, with no lapse of employment greater than one year; provided, however, that in the case of an employee who has been laid off solely by reason of economy and without fault on his part, such lapse may be greater than one year.

Section 6. Severance of connections with the N.J.State Highway Department for a period of less than one year shall not terminate membership in the Ten Year Club. Severance of connections with the N.J. State Highway Department for a period of longer than one year terminates active membership in the Ten Year Club, such members becoming associate members. Associate members shall have no voting power, nor shall they be eligible to hold any office. A lay-off solely by reason of economy and without fault on the part of the employee shall not be considered as severance of connections with the Department, unless the member so laid off, by express word or by accepting permanent employment elsewhere, shall indicate his intention to effect such a severance.

The proposed new matter is indicated by interlineations.

The foregoing shall be considered notice of the proposed change in accordance with the provisions of our Constitution. This amendment will be voted on April 1st.

Charles I. Levine
Chairman
Constitution and By-Laws Com.

LIST OF NEW MEMBERS TO BE
VOTED ON APRIL 1st.

Francis J. Matzer	A	12/11/29
Paul R. Sine	E	3/ 9/29
Andrew Schwing	E	8/ 1/28
George Mutzer	El	1/24/27
William Crawford	El	11/16/22
Merrill K. Scheirer	L	12/ 2/29
John Gallagher	M	12/16/29
Peter Cheche	M	11/26/29
Angelo Tufaro	M	3/15/29
Marven W. Howell	M	6/12/29
Michael Ritchie	M	2/ 1/30
Fréd Ward	M	1/ 1/29
Frank C. Eckert Jr.	M	7/ 6/29
Albert Corbley	M	11/16/29

E. J. Palmer
Chairman
Investigating Committee

A LETTER FROM A SICK MEMBER

The forgotten man, Floyd Wood, Woody, to those who know him wonders why in hell some of the members who read Highlights does not stop in and see a guy who has been marooned on a foreign strand for eight years and say, hello, and let one in on what is going on in the Highway, his old stamping ground.

This person has neither leprosy or any thing else that is contagious, but is just hungry for a familiar face and somebody who speaks his language.

I am what is left of one of the boys.

Floyd (Woody) Wood
68 Broad Street
Eatontown

Well fellows, there it is, just as Charley Hunt received it, with no additions or changes. What are you going to do about it? Let's go see him, and cheer the guy up. O.K.

GASOLINE TAX 21 YEARS OLD

This year, is the 21st anniversary of the inauguration of the gasoline tax. A bulletin by the New Jersey Petroleum Industries Committee, calling attention to the occasion, suggests it be observed by motorists joining in a movement to prevent diversion of their tax contributions to other than road purposes.

The levey was conceived by an Oregon newspaper editor and during the period it has been assessed has produced more than \$9,000,000,000 of revenue. The tax was first imposed in New Jersey in 1927, the initial levy being two cents a gallon, which was boosted the following year to three cents. In 1932 the Federal Government imposed an added tax of a cent a gallon.

New Jersey motorists are credited by the committee with fuel tax contributions of \$260,000,000 to the Federal and State governments. Last year the all-time high of \$32,075,000 was reached, according to the bulletin.

EUROPEAN MOTOR FUEL TAXATION

Taxes on motor fuels in Europe ranged from 11¢ to 53¢ per U. S. gallon in 1938, according to Highway Research Abstracts. The following table gives a list of retail motor fuel prices per gallon in various cities, and the total tax levied, including duty:

MOTOR FUEL PRICES
(Cents per U. S. Gallon)
1938 Retail Price

Country and City	Autumn	Summer	Spring	Tax and Duty
Italy, Rome -----	.81	.81	.72	.53
Germany, Berlin -----	.60	.60	.60	.36
Bulgaria, Sofia -----	.43	.39	.39	.39
Czechoslovakia, Prague .42	.42	.42	.42	.16
Palestine, Jerusalem -- .38	.40	.39	.22	
Yugoslavia, Belgrade -- .39	.40	.41	.26	
Switzerland, Zurich --- .36	.36	.38	.19	
Hungary, Budapest -----	.35	.35	.33	.26
Latvia, Riga -----	.36	.38	.38	.15
Greece, Athens -----	.32	.33	.34	.20
United Kingdom, London .31	.37	.36	.15	
France, Paris -----	.27	.28	.31	.18
Norway, Oslo -----	.27	.28	.27	.11

AFTER READING THE ABOVE TABLE, AREN'T
YOU THANKFUL THAT YOU LIVE IN THE GOOD
OLD U. S.?

March 1940

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EMPLOYEES' RETIREMENT FUND

The New Jersey State Employees' Retirement was organized January 1, 1922 (Chapter 109, P. L. 1921) for the purpose of establishing a system of payment of retirement allowances to employees who have grown old in the service or who have become disabled either in ordinary circumstances, or as the result of an accident in the performance of duty, and to provide for dependents in case of death.

The membership is composed for the most part of persons receiving a Civil Service appointment. Any United States veteran is not required to become a member if he decides to take advantage of the Veterans' Pension Act of the State of New Jersey. However, it is considered most advantageous for veterans to join in order to share the many benefits provided, until they attain age sixty-two (62) and have twenty years of service with the State. Their widows are provided for in case of death in the performance of duty and they themselves are provided for should they become ordinarily disabled or disabled by an accident in the performance of duty. If they do not receive these benefits while they are members, when they become eligible under the Veterans Pension Act, they may withdraw their accumulated salary deductions with 4% compounded interest. Employees in the unclassified service are eligible to enroll at any time, but their membership is not obligatory.

The original membership was composed of those persons who were in the employ of the State during the year 1921 who remained on the payroll in January 1922. These persons are permitted to enroll as members at any time and receive credits for all service rendered prior to January 1, 1922, provided they pay their accumulated arrearages from January 1, 1922 to the date of enrollment, or they may enroll as of the present time without credit for previous service.

The membership is divided into two classes: The first being the laboring group, composed of those whose occupation is principally physical; and the second, the clerical or administrative group, which includes all clerks, administrative officers and technical workers. Employees in the first group are required to enroll within one year of the date of their regular appointment. Those in the second group are allowed six months to enroll. Applications will be received at any time from an employee after he receives his regular appointment and his membership will begin on the

first of the month following the date of the receipt of the application.

Employees make contributions to the fund in the form of deductions from salary on each payday, which are based on a percentage of the salary received not in excess of \$7200 a year. Percentages range from 3.51% to 8.15% for Class "A" and from 4.10% to 8.45% for Class "B", according to the age on the nearest birthday at the time of application. For the laboring group the percentage runs from 3.51% to 7.09% for Class "A", and from 4.10% to 8.27% for Class "B". For those in the second group, the percent rate runs from 4.11% to 7.24% for Class "A" and from 4.80% to 8.45% for Class "B". These are the rates for male appointees. Those for female appointees are slightly higher.

The contributions are remitted to the Retirement Office direct from the Comptroller's office, and each semi-monthly payment is credited to the individual account of members as soon as the money is received from the Comptroller's office. This money remains to the credit of the employee and is available for payment of an annuity to the member in case he retires, which he is eligible to do at age sixty (60), or if he becomes disabled before that date after ten (10) years of service.

In case of disability, as the result of an accident while actually in the performance of duty, the allowance paid to an employee is quite liberal, this allowance is granted by the Retirement System Board only after distinct proof has been submitted that there was actually an accident in the performance of duty, which accident resulted in total disability. The State contributes dollar for dollar to a fund which is used to build up a pension for the members.

In the case of those employees who were on the 1921 payroll the State also gives them full credit without any cost to the member for all service rendered previous to January 1, 1922.

The allowance on retirement is based on the average salary during the last five years before retirement, and the approximate amount is the proportion of this salary which the number of years service bears to 70 for Class "A" and 60 for Class "B"; in other words, 35 years' service for Class "A" and 30 years' service for Class "B", would allow half pay for a service allowance on attaining age 60.

In the case of ordinary disability after 10 years' service, a more complicated process is used in figuring the amount of the allowance. There is taken into consideration the length of service which would have been rendered in case the member remained in service

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until age 60; then take 80% of this figure to determine the amount of the pension, which would be available to the member; to this is added the annuity which is purchasable by the money which they have paid in.

In the case of accident disability in the performance of duty before attaining age seventy (70), the pension is $\frac{2}{3}$ of the average salary, which is payable regardless of the length of service of the employee; to this is added the annuity on the same basis as referred to above.

In the case of death as the result of an accident while in the actual performance of duty, a pension of one-half of the final average salary is payable to the widow of the member or to his children until the youngest child is 18 years of age. The pension is payable to the widow as long as she remains a widow and in the event of her remarriage or death, it is continued to her children until the youngest child attains age 18. In addition, a refund of the entire accumulated deductions with interest at 4% is paid to the named beneficiary.

At the time of retirement, the member has the privilege of receiving the maximum allowable pension with all benefits ceasing at death, or electing one of several options which would provide payment to a designated beneficiary after the member's death, but the payment continues to the retirant as long as he lives. In selecting an option, the member takes a smaller allowance for himself so as to take into account the life expectancy of the named beneficiary who might survive him by several years.

The first option provides allowance which gives the retirant an allowance up unto the time of his death, and then the balance of the reserve which is originally set up will be paid in cash to a named beneficiary, provided the member does not outlive his expectancy, in which case the allowance continues until the death of the member and there is no balance left in the reserve for payment to the beneficiary.

The second option provides for a payment of a fixed amount to the retirant and the same amount to be paid to the named beneficiary during her lifetime after his death.

In the case of the third option, a certain amount is payable to the retirant and one-half the amount to the named beneficiary after his death. In either case, the allowance is payable to the beneficiary during her lifetime after the death of the retirant.

In the event of resignation or dismissal, the member has the right to withdraw from the Retirement System all that he paid in with 4% compound interest added, but should the member so desire the money may remain in the annuity savings fund of the State Employees' Retirement System for two years and draw interest during that period, so that in case a member contemplates returning to the State service he merely has a hiatus from membership during the term he is off the payroll, then he continues at the original percent rate under his new appointment. Employees who have been laid off through no fault of their own may leave their money in the fund for five (5) years, thus retaining their membership for that time. If they withdraw their funds then return to service before the expiration of five years, they may re-enroll, re-deposit the funds withdrawn and restore the pension service credit and the annuity service credit which they had at the time of withdrawal.

The above information has been prepared in order that employees of the department and members of the New Jersey State Employees' Retirement System may be more enlightened as to purpose, requirements, benefits, etc. of the System. Should further enlightenment be desired, a communication addressed directly to Mr. J. A. Wood, Secretary, State Employees' Retirement System, P. O. Box #1266, Trenton, or to Mr. A. Lee Grover, Secretary, State Highway Department, State House Annex, Trenton, will receive prompt attention.

Support your Civil Service
Association. You need it.
It needs you.

We should follow Commissioner Sterner's plan for "Public Safety". He believes it important, so should we. If you belong to the Ten Year Club you should keep this in mind. Be very careful and courteous. It will do us lots of good.

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ADMINISTRATION DIVISION

A. LEE GROVER - Congratulations for the splendid convention arranged by you as Convention Manager of the Association of Highway Officials of the North Atlantic States in Atlantic City, Feb. 14, 15, 16

CY CARD - Suppose Cy will add another room on his house this summer, or do you suppose he is all through.

CHARLES HURLEY - Not his usual self these days. Guess the foolish question season has him down. Cheer up it will soon be Spring.

ELGIN MAYER - This man is popularly supposed not to sleep, but has been seen coming out of the movies yawning and rubbing his eyes.

PAUL CRANMER - Paul is recovering from a bad case of overindulgence. Too old for Christmas parties such as Room 218 has.

GENE PALMER - "Registered" at the Convention (A. H. O. N. A. S.)

CLIFF WEAR - Has recently acquired a new Ford. He is a great believer in the delicate breaking in process and has remarked that for the first 500 miles he will not exceed a speed of 25 m.p.h.; for the next 500 - 30 m.p.h.; and for the next 500 - 35 m.p.h. At this same ratio, Cliff will most definitely have a big surprise coming to him when he endeavors to attain the applicable speed, say at 10,000 miles.

KEN. RICE - At the Convention, was in his usual pose, as usual.

IRVING SCHMIDT - No one man to our knowledge has ever succeeded in getting in and out of so much trouble as this boy. Can he say the wrong thing at the wrong time.

CHARLEY KUHN - Another one of the charter members slowly melting away. First glasses; now the teeth are leaving, but the belly remains.

HAROLD RICE - Age does not dull this lad's sarcastic repartee. He says his say and let the chips fall where they may.

HAROLD JEMISON - His luck for 1940 will no doubt change one way or the other, now that steps have been taken.

In a bowling match some time ago, a match between teams representing the Administration Division and the Projects Division meet. The Administration boys thoroughly trounced the Projects contingent, by a total pin score for three games of 2539 to 2535. This is probably sufficient reason for their hesitancy in accepting another challenge from the Administration Division.

JOHN EGAN - John has developed into a Marco Polo. Sarnac Lake one week end - Atlantic City the next. He sure does get around, especially to the Burlesque (Minsky's?) shows.

ARTHUR EGAN - Art gives daily proof that whoever nicknamed him "Tubby" (Page Jimmy Walter) was a crystal gazer of no mean ability for foretelling the future.

FRANK DUNN - The boy who taught "Rhett" Butler what he knew about women. All he lacks is a pair of big ears.

ED. DOWNS - There is a man who sits and trouble drops in his lap. For instance the ventilating system and window share proposition.

FRANK POLLOCK - His foot work while not so nimble as four years ago, we think is still good enough to get him through 1940 without a casualty.

THOS. RUSSO - The weight of the World is on this boy's shoulders. He could give Atlas pointers on how to bear up under a heavy load.

FELLOWS: THE OFFICERS ARE OPEN
FOR SUGGESTIONS AT ALL TIMES. IF
YOU HAVE ANY, SPEAK UP.

THIS IS YOUR CLUB.

THIS IS THE TENTH ANNIVERSARY OF
THE CLUB. LET'S CELEBRATE IT RIGHT.

It's a good thing to remember
And a better thing to do;
To always work with the Construction gang
Instead of the wrecking crew.

March 1940

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BRIDGE DIVISION

THE THOMAS A. EDISON MEMORIAL BRIDGE

For many years, seashore traffic on Routes 4 and 35, at the Amboys, has had a tough time of it, because the Victory Bridge furnished the only means of crossing the Raritan River, by auto, without a boat. Surveys were made to determine a suitable site for a new structure, that would speed up movement. The findings were passed over to Morris Goodkind, Bridge Engineer.

Mr. Goodkind went into a huddle with his able assistant, Mr. L. C. Petersen. Ultimately, Fred Hunter, one of the Division's chief designers, was assigned to the job of the principle design.

After careful investigation concerning the economic values of various types of structures, Hunter decided that a plate girder was the best and cheapest to build. But, who, in America, had ever built a girder to span 250 feet? No one! So what? It can be done, so let's go to it. Hunter did (along with helpers), and here's what it adds up to:

Total Length of Bridge	- 4,386 feet
Total Number of Spans	- 29
Longest Spans	- 1 @ 250'; 8 @ 200'
Piers and Abutments	- 30
Footings Sunk to Rock-10 (Caisson Jobs)	
Max. Dist. Footings Below Water	- 85 feet
Max. Depth Largest Girder	- 20.5 feet
Min. " " "	- 12.5 feet
Approx. Contract Price	- \$3,924,125.00

All of this gives no idea of the cussedness and headaches that are part and parcel of bridge building. Space will not permit a complete detailing of these agonies, but consider:

Before shipment from Pottstown, these huge girders had to be split in half, horizontally. Not only that, they were shipped in sections that had to fit on two flat cars, braced 30 to 40 feet apart with an especially designed steel separator. Even with these adjustments, there were but three inches between the girder tops and the high tension power lines, and a like distance between the girder bottoms, and the tracks.

Steam locomotives were used to haul these girder trains, because, while they were rolling, all electricity in the power lines was shut off. This condition necessitated that this slow freight be shunted onto sidings every twenty miles or less, in order that regular electric service could continue.

At Jersey City, the cars were unloaded, the girders partially assembled and loaded on barges, to be taken to the bridge site. Here, special heavy cranes and travellers hoisted them in place.

To give you a general idea of the quantities of steel and concrete that went into this structure, note this:

Expressed in tons of coal, enough structural and reinforcing steel went into this bridge to heat 1,430 homes for a year (estimating 8 tons per home). And there was enough concrete poured to construct a twenty-foot road of 9" pavement along an 18 mile course. Without referring to any of the other materials, you have now grasped the size of this bridge.

Now, you ask, is the cost justified. That can be answered by the following:

On the average day, during the summer season, 45,000 vehicles follow this route. Assuming three occupants to each car, 125,000 persons pass this way. Records show that, thru the summer, each car due to full stops and snail-like movement, loses about twenty minutes. In that case there will be a total loss of 41,665 man-hours per day. Allowing as little as thirty cents per hour, this congestion costs the motorist nearly \$1,200,000.00 during the warm weather.

Add to this the time lost during the remainder of the year and of the wastage in fuel, and then ask:

Is \$3,924,125.00 too much to pay for a structure that will give adequate service for fifty years?

Modern Motorist: "Yonder is an attractive village we are in, wasn't it?"

"The best time to use your head is before it goes through the windshield!!!!" I don't know whether Confucius said that or not.

Don't try to beat the other fellow through a railroad crossing; it might be a tie.

BRIDGE DIVISION

Unless Gabriel (and others of the field force) blows his horn a little, the gathering of news will be as productive as the finding of fellowship in Europe.

With the contractor on one side pushing, and the office on the other, Pat McCullough is having one hot time of it down Gloucester County way this winter.

Our heartiest congratulations to Charles "Mike" Fox for winning himself the house prize for bowling a neat and handy 233.

And talking about bowling, there are no less than five members of the office who try to dust off the maples twice a week. Just a bunch of fellows enjoying other than back alleys.

Glad to find Jim Whitehead, Harvey Bergen, and Al Herran continuing in good health. Bridge men don't believe in collapsing frames.

There's a rumor around that Goody and Pete, while at lunch last week, were heard to speak. Some serious stuff, like "pass the salt, will ya, Pete?" "Uh-huh!"

Art Lichtenberg has so many chairmanships and secretarial posts that the bridge designers are worrying whether some of his architectural creations may get mixed up with a mess of "Whereas" and "Wherefores".

Bob Simon is building himself a house. He started last fall, and since then, every time any work was started, snow, rain or something else happened. Just another case of "the big, bad, wolf".

The Bridge Division has itself a champion. "Skipper" Bissell can out-sneeze, anyone, without benefit of snuff. All bets covered on any contest of this sort.

Thinking lengthens one's life, says a physician. Righto, doc--if one thinks quick enough.

CONSTRUCTION DIVISION

" SAFETY "

Safe motor travel in New Jersey brought the National Safety Council Award to our State in 1938. A large percentage of the credit for safety, belongs to the Highway Department. The safety foundation of a highway is based on careful and thorough study and methodical planning.

Volume of traffic is the major consideration in safe highway construction. Therefore, traffic counting stations have been established at critical points along all routes, to record the number of cars passing at all hours of the day.

The result of these figures indicate the type of roadway necessary, with reservations for future widening, or conversion to dual highway, eliminating all possibility of head on collisions. The alignment is set, taking into consideration economy, general contour of the land, and the shortest possible mileage. Where curves are necessary they are designed to afford the greatest possible degree of safety and ease to the motorist. The grade is designed to give a maximum amount of visibility, both on horizontal and vertical curves. Dangerous intersections are eliminated by the construction of traffic circles or grade separations. These also speed up the flow of traffic and reduce congestion. Railroad grade crossings are eliminated by the construction of the overpass or underpass. To aid the motorist in after-dark travel, overhead lighting has been installed at traffic circles and at certain sections of our highway system. A very advanced step, as a safety measure in night driving, has brought about the development of a reflecting type curb. The unusual feature of this type of curb has, in effect, increased the visibility of the motorist, a decided safety factor.

The Highway Department is fulfilling its obligation to the people of the State by laying the foundation for safety on the highways. The National Safety Council Award given to New Hersey shows that the people are doing their part by careful driving. By mutual cooperation we can and will retain the Award in New Jersey for 1939.

CONSTRUCTION DIVISION

In the future Mr. Paul Steen requests he be addressed as Mr Gladys Malone. This change of names took place Feb. 17, 1940, at Elkton, Maryland.

A slip of the tongue was responsible for this.

(EDITORS NOTE: Sometimes it is better to hold one's tongue. No reflections Paul.)

Earl Hagy has filed his Income Tax report -- he's now awaiting a certified check from the Government.

Then there's the one about the guy walkin along the street about 3 A.M. passing a milk wagon. When suddenly a voice says, "cummere Mac". The guy walks back and the horse attached to the milk wagon sez, "I hope you'll podden me, but it gets kinda lonesome and I just hadda talk to somebody". Of course the guy looked amazed, and the horse seeing this, mistook it for amusement. And said, "You dont hafta look at me like that, I may look like an old plug now, but at one time I won the Kentucky Derby". Just then the driver came out, and the guy found his voice. "Say!" he said, "Where'd ya get that wonderful horse, Wow! Watta hoss". The driver sez, "Oh he's alright. The guy says Alright! He's wonderful! Wanna sell 'em? The driver sez, "Yah I'll sell 'em." How much you want for him?" Oh, fifteen bucks. "What! only fifteen dollars, for a wonderful hoss like that, why he's marvellous". The driver sez, "Oh, you don't believe that stuff about him winnin' the Kentucky Derby, do you?"

The Ten Year Club wishes to extend its sympathy to Walt Voorhees and John Gerecke.

Sympathy from the Club is extended to Al Sofield on the death of his son.

EQUIPMENT DIVISION

Bob. Martin is being tendered a Testimonial Dinner on April 28th, at the Stacy Trent Hotel. It marks the sixteenth year he has been the Secretary of the Mercer County Firemen's Association.

Invited guests are:

E. Donald Sterner
Harold G. Hoffman
D. Lane Powers

Tickets may be obtained from Jim Walter or John Rockford.

*** CHATTER ***

HOBY SHREVE - Has been reading the Grapes of Wrath. Now all he says is "T'aint right in this Country."

MICKEY MAGUIRE - Was quite ill but is beginning to show old time form.

MORRIS HUNT - Is collecting old relics, antiques and dead indians. He has just rented a warehouse.

CHARLEY HART - He seen his shadow on Feb. 2nd, but don't believe it will change the weather.

RED JOHNSON - Told Eddie Knorr that he missed a supper on the first show. He wanted Eddie to give him credit for two later on.

ARLIE STINSON - Planning to make a speech. He talks to himself all the time.

BOB MARTIN - Is getting the berries about the Volunteer Firemen falling down. The reason is that the Volunteers have been so efficient in later years. Ask Harold Jemison.

RUSS COOK - Worked hard for an organization. You should see him put the pressure on for dues.

RED TANTUM - Said: "The Queen Elizabeth is a big boat, but the skipper has more room than he does with the F.W.D. with the trailer loaded with a gas roller."

JACK BOULDEN - Said: "If you must shoot off, try brushing your teeth with gun powder."

LARRY GORE - Larry says: "My idea of a tough job is eating a pineapple without skinning it."

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A TRIP THROUGH THE "LAB"

Among the Ten Year Club members, very few have ever been inside of the Laboratory Building. As you know, or maybe you don't, the Laboratory is located on the Scotch Road at the main gate of the Fernwood Service Station. It is here that all samples of road materials are tested and reported. Many of you have received copies of these reports and, no doubt, have wondered what the various tests mean and how they are performed. For instance, during the course of your work or travel you have seen the Core Drill Machine cutting cores from concrete pavements. This machine cuts cores from pavements by the abrasive action of chilled steel shot and water. After the core is cut, it is then brought to the Laboratory for testing.

Upon being received, the core is measured, after which it is capped with a high-early cement mortar in order that the core will be level when placed in the testing machine. The core is then stored in a "damp closet" until the age of the concrete is twenty-eight days. This "damp closet" has a humidity of 100% (this is another name for rain in California) and an average temperature of 70°F. When the concrete is twenty-eight days old, the core is taken from the "damp closet" and broken on the 400,000 lb. hydraulic testing machine. The compressive strength of the concrete per square inch is determined from the results secured and thus reported. The broken core is then examined visually to determine whether the concrete has been thoroughly mixed and properly consolidated; also, if the concrete is reinforced, it is determined whether this reinforcement is properly placed.

Putting this same testing machine in "reverse", it is then used for "pulling" or determining the tensile strength on samples of steel, reinforcing rods, or wire rope.

In this same department, we have another compression machine for testing pipe, such as vitrified clay or concrete. This machine is so constructed that a length of pipe is placed horizontally on the base of the machine and a load of up to 50,000 lbs. applied to the pipe. This machine can test pipe up to sixty inches in diameter.

Besides the above-mentioned functions, this department, which is known as the Concrete Laboratory, also runs gradations on samples of stone, slag, and gravel, both road and washed; determines moisture absorption on concrete blocks and bricks; wear and hardness tests on stone, slag or gravel; and bend tests on steel, together with special tests on various classes of concrete, in order that better and stronger concrete may be secured.

We have just made a hurried trip through this Concrete Laboratory which, by the way, is under the guidance of Ralph Sherman. If you have a chance to visit the Laboratory, Ralph will be glad to answer any questions you might have about this phase of the testing work. In the next issue of "Highlights", we will pay a visit to another department of our Laboratory.

PERSONAL NOTES

On January 15th, the annual dinner of the Laboratory Social Club was held at Alberti's Restaurant. Officers for the 1940 Season were elected at this dinner, and are as follows:

J. Schlottenmeier - President
W. Bole - Vice President
G. Goeller - Secretary
R. Sherman - Treasurer

Among the visitors to the Sunny South from the Laboratory this year were Jack Uhler, Andy Decker, Chris Kucker and Lou Reilly. Hap Manning took Horace Greeley's advice and went West. He is now sporting a ten-gallon hat.

This shipment of horse manure recently received and spread around the Laboratory grounds did not need testing, as the odor in the Laboratory was most convincing that the "real McCoy" had been furnished.

On January 20th, Dan McCarthy, a Laboratory Inspector in the cement district, was joined in holy wedlock at Doylestown, Pennsylvania, to Laurette Gage, daughter of R. B. Gage, Chief of the Laboratory.

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MAINTENANCE DIVISION

New Jersey's Approach To Winter Driving Hazards

Safeguarding the travelling public has become the by-word of all highway engineers, no matter whether their primary interest be planning and design, construction, or maintenance. Under State Highway Commissioner Sterner's guidance and encouragement, the New Jersey State Highway Department has entered into a comprehensive program to provide safe highways, and the results speak for themselves. We are justly proud of the slogan: "New Jersey's Highways are the Nation's Safest Highways!"

Statistics prepared by the National Safety Council show that the winter accident rate for the entire country increases on the average 33.3% over the summer rate. The influence of snow and ice on this rate is shown by the fact that the increase in the southern states is only 3.3%, whereas in the northern states the rate of increase is in excess of 40%. In view of these facts, State Highway Commissioner Sterner has determined that the highways must be kept as safe and convenient for traffic at all times as is humanly possible.

Technically, the problem of eliminating or reducing driving hazards presented by "Old Man Winter" may be reduced to three distinct types of activity: (1) Precautionary measures for preventing or controlling snow drifts; (2) Measures to provide, so far as is physically possible, skidproof pavements when ice or hard-packed snow forms on the roadways; and (3) Removal of the snow itself during times of heavy snow fall.

Prevention or control of snow drifts involves the elimination, so far as possible, of the principal causes in the reduction of the velocity of snow-laden winds at or near highways which cause the snow to be deposited thereon. This reduction in wind velocity is caused chiefly by fences, hedgerows, trees, variations in the ground surface, and by numerous other physical obstacles adjacent to the highways. To overcome this tendency artificial snow fence is used.

This fence consists of woven wire pickets $1\frac{1}{2}$ "x2"x4' in size, spaced about 2" apart, and supported by steel fence posts. The fence is erected at distances of from fifty to one hundred feet from the highway, depending upon local conditions. The principle upon which it works is that these fences, by reason of the narrow openings between the pickets, momentarily increase the velocity of the wind as it passes through, but having passed through the openings in the fence, the velocity of the wind is suddenly decreased and the snow drops to the ground before reaching the highway rather than on it. The proper locations at which to install the fence can only be determined by studying drifting conditions along each highway. Careful observation over a period of years will reveal the best locations for snow fence.

Precautions against slippery conditions have in the past been confined merely to the skidproofing of hills, curves, and intersections, and have been taken care of as soon as possible after the conditions develop. This year, however, Commissioner Sterner has determined that twenty-four hour patrols shall be maintained whenever there is any likelihood of hazardous conditions developing. Arrangements have, furthermore, been made with the State Police Department and other police authorities for prompt notification to highway personnel of any particularly hazardous conditions which may develop. The necessary equipment has been provided to permit skidproofing with sand, cinders or other abrasives, not only of grades, curves and intersections, but of the entire length of the State Highway System.

Stock piles of abrasives are placed along the highways at convenient points for use when the necessity arises. To prevent such storage piles from freezing and to aid in eliminating slippery conditions when the abrasives are applied to the road surface, calcium chloride or sodium chloride is added to the abrasive material in the stock piles.

Finally, we come to actual snow removal during snow storms. To facilitate the creation of an organization to perform this work, the approximate 1600 miles of State Highways in New Jersey are divided into 134 sections, having an average length of about 12 miles. Of these 134 sections, 36 are handled directly by Department employees with Department equipment. The remaining 98, because the Department has neither sufficient equipment nor personnel, are let out by contract to various individuals and firms throughout the State. Of these 98 sections, 78 contractors furnish their own equipment and 20 use Department Equipment. In

cases where contractors use their own trucking equipment, the State Highway Department furnishes the snow plows for attachment to the contractor's trucks. In arranging for the storage of all equipment, we endeavor to have each unit located as near the respective section to which it is assigned as possible, in order that there may be no delay in placing it in operation when the occasion arises.

Control of this organization is through the Trenton Office, which, during snow storms, remains open twenty-four hours a day. The office personnel works in three shifts under the respective supervision of Mr. A. W. Muir, Superintendent of Maintenance; Mr. F. D. Woodruff, Assistant Superintendent of Maintenance; and Mr. P. L. Voss, Engineer of Permits. Each of the 134 sections has its own Department Representative who has full instructions as to how to proceed with the work in the event of a snow call. These representatives are in periodic contact with the Trenton Office by telephone. Instructions as to procedure are issued from the Trenton Office after local conditions in the field have been ascertained.

Weather bulletins are received in the Maintenance Division Office twice each day during the winter season, and field personnel is kept as reliably informed as possible in regard to weather prospects.

In the Maintenance Division's work of snow and ice control, excellent cooperation is received from the other Divisions of the Department. The Divisions of Survey and Plans, Construction, and Projects cooperate in furnishing personnel who act as Department representatives on contractors' sections. The Equipment Division provides mechanics to service all Department equipment in the event of mechanical breakdowns in the field, and they also provide operators for our special snow plowing equipment. The Fernwood Service Station remains open for the full 24 hours of the day during snow storms, and our work at all times is conducted in close cooperation with the Equipment Division.

The State Highway Department is taking every precaution to safeguard the travelling public during the treacherous winter season. The cooperation of the motoring public in exercising greater caution when highways are slippery by reason of ice or snow will do much to keep New Jersey's winter accident rate low.

- Chatter -

Florida Annex - The Maintenance Division is thinking of opening a field office in Florida. A veritable stream of Maintenance employees visited southern climes this past winter. "Mount" Storer, who has faced more winters than his hale and hearty appearance would indicate, ducked this one and has been sojourning at Fort Lauderdale. Jack Carr, Sr. and Gerry Cahill were also Fort Lauderdale visitors, and both report enjoyable vacations (but of a different nature, we gather from reports). Gerry journeyed by car and Jack by train. The train appears the best bet. Gerry was nicked for \$10.00 on the way down for speeding in South Carolina, and not even the Cahill "line" prevailed. On the trip back, Gerry got into an argument with a truck and trailer and he lost that one too. But all this trouble hasn't even dented the Cahill exuberance. You can't discourage the Irish! Jim Dowling and Earl Buckalew were other Florida visitors. Jim varied the usual procedure and spent his time on the west coast of Florida.

Page Dr. Dafoe: John Gallagher, Maintenance Patrolman at Mantua, returned home Thursday Morning, February 15th, after all-night duty on his patrol during the snow storm, to a pleasant but startling surprise. An eight pound baby boy had arrived during his absence.

Dramatic circumstances attended the birth. Dame Nature warned Mrs. Gallagher of the imminent event. She called her twelve-year old son and dispatched him to the doctor with the urgent message to come quickly. The youngster struggled through the raging blizzard to the doctor's house some two miles distant. He delivered the message and the doctor promptly dressed and went to get his car--but the car was snowed in and precious minutes would be wasted in getting it out. Relying upon an ever-dependent service in times of need, the doctor called the local State Police, who arrived pronto and conveyed the doctor to the Gallagher home. From then on, things went serenely, and we extend hearty congratulations to John and Mrs. Gallagher.

Keglers: Russ Geller, Maintenance Golf Bug #1 (A.W.M. isn't far behind), has found in bowling a winter pastime to keep himself in shape for the coming golf season. That little golf ball will look practically infinitesimal to Russ after he becomes familiar with a bowling ball.

Earl Storer is running a bowling class each Tuesday night at Slocum's Academy on Pennington Road?????? Stogie has now progressed to the point where at least nine out of ten balls stay out of the gutter. Some teacher!!!!

Arctic Ailment: A. J. McManus, Maintenance Supervisor in the Northern District, has our sincere sympathy. "Mac" froze his feet while out on duty during one of the many cold spells we have had and has been confined to his home for some time. Here's hoping "Mac" will soon be up and around again.

F l a s h ! ! ! ! Special Kegler - Ken Craft has new 5 and 10 talent for his girls' bowling team--an athletic type girl from the mountains of Franklin, New Jersey. Craft is also coaching (coaxing ?) Storer's beginners' team, Tuesday Nights at Slocum's. All beginners welcome???

Jimmy Walter, who has been laid up for over five weeks during the Holidays, wishes to thank the Club members and office force for their kindness.

One day, the doctor came to see Jimmy Walter and gave him some pills for constipation. After using these pills, Jimmy decided that they should be called Finnish pills, because they made him run.

Us Americans may not be just right, but damn it, we are still better than most of !em. You can take your pick of three wars--that gives you six sides, so if anyone really wants to fight--why stay here and bother us.

NEWS ITEM

"I See By The Papers"

CLEVELAND, O, After being on direct relief for two years and on WPA for two more, Michael Vargo, 30, hit upon a way to go into business for himself, but enforcement of a WPA ruling threatens now to put him back where he started, on WPA.

Vargo left the relief ranks, bought an old truck and started selling doughnuts and coffee on the projects.

"I was so successful that after six months I was able to get more trucks, hire 11 men and sell box lunches," he said. "All my men were former WPA workers."

Last October, WPA started to enforce a rule which had been neglected previously--that preventing workers from buying food during working hours.

"Now six of my men have had to go back on WPA, and it looks like I'm headed that way myself," Vargo said.

- RULES FOR SUCCESS -

Here are seven maxims for success:

1. Set a goal for yourself and spare no efforts or pains to reach it.
2. An ounce of loyalty is worth a pound of cleverness.
3. Do what you have to do a little better than anyone else does it.
4. When you have something to sell, either service or commodity, see that you make a friendly impression.
5. Salesmen are born--but they are made, too, by initiative, ambition and determination.
6. The keynote of success lies within every individual.
7. Make good--or make-room.

PROJECTS DIVISION

The Projects Division is under the supervision of E. E. Reed, Supervisor of State Aid Projects, and Frank E. Harris, Projects Engineer. This division is often termed the State Aid Department, which has charge of the work done under grants made to the counties and municipalities of the state for maintenance, construction and repair of the various roads.

The subject presented at this writing is Township and Borough Aid construction or, in other words, the building of rural roads which give the rural resident an outlet to our county and state highway systems. The fund dedicated for this type of work is \$125,000.00 to each county, totaling \$2,625,000.00. \$50,000.00 per county may be applied for by the municipalities to the County Board of Freeholders subject to final approval of the State Highway Commissioner, and \$75,000.00 per county by the municipalities to the State Highway Department. All these requests have to be received in accordance with the law prior to October 1st of the year preceding the allotment of funds. For the 1940 funds there were 521 requests for this municipal aid requesting the improvement of 584 miles amounting to \$5,600,000.00. You will note that the requests far exceed the funds available and that in order to select the most important projects, it is necessary to have a detailed report on each.

The Projects Division has what we term Traveling Inspectors who cover certain counties. Each request for these funds is referred to them for a report covering the present condition of the road, number of farms or houses, importance as to whether or not it is a feasible project to construct, and whether it may connect with a county or state highway road. These Traveling Inspectors keep in contact with the municipalities and their engineers and assist them in the design of their various projects, as well as keep in constant touch with their construction. The job inspector who is assigned to the particular projects is under the supervision of these district Traveling Inspectors.

A list of the requests is compiled from each county showing the name of road, type, length and state funds requested and the reports as submitted

are used in order to select the most important roads to allot these funds for their construction. The final allotment of funds is made by State Highway Commissioner Sterner.

This work is done under the contract and force account (day labor) method. However, most of the work is done by contract and each municipality appoints an engineer who prepares the necessary plans and specifications under rules and regulations laid down by the Projects Division, standard forms being furnished by this department. The necessary copies of plans and specifications are submitted to the projects division and are checked as to quantities, design, etc. and finally approved by the Commissioner. The municipality then advertises for the receipt of bids and recommends the award of contract to the lowest bidder subject to the approval of the State Highway Commissioner. After approval is given by the Commissioner, the contract is made between the municipality and the contractor and the State furnishes the necessary inspector or inspectors to see that the work is properly constructed in accordance with the approved plans and specifications.

Under the day labor or force account method, the municipality makes an agreement with the State Highway Department covering labor and various types of equipment and materials. The municipality appoints a supervisor who is in charge of the construction of this project and we again furnish the inspector to see that the work is constructed in accordance with our standard requirements.

During the year 1939 under this municipal aid, there was constructed 330 projects for a total of 299 miles and the various types of roadway constructed were bituminous penetration macadam, reinforced concrete, bituminous concrete, sheet asphalt, plain gravel and bituminous surface treated gravel. The object of this type of work is to give the municipality the best possible road for the least amount of money. In the northern and western part of the State, most of the construction is of bituminous penetration macadam, where the necessary stone is readily available. In the southern part of the State, most of the construction is of the gravel type, as a gravel pit is usually within reasonable hauling distance, with the result that some of the smoothest roads in our state are the gravel bituminous surface treated roads in some of our southern counties.

PROJECTS CHATTER

FRANK HARRIS - Is now an expert on the design of Toy Railroad Systems, he is laying out a plan for the coming Christmas, if you need any advise see Frank.

E. E. REED - Was a conspicuous member at all the meetings, of the Convention.

BILL WHARTON - Turned Movie and Camera-man at the Highway Convention, boy, does he like pigeons, and do the pigeons like him in color.

EXTRA - They tell me, Charley Hunt and Bob MacMullin ate such a variety of Hackney's Shore delicacies one night during the Convention, that a well known taxicab driver had his hands full lifting them out.

PAUL DAVIS - One of our Inspectors just returned from a vacation in Florida. I hear overcoats felt very comfortable and Paul forgot to take one.

SPECIAL - If you want anything fixed in Warren County, see GUS LEIDA, he's big shot there now. He is only Tax Collector, School Board Chairman, Justice of Peace, Dog Catcher, and General Advisor, and Member of Election Board.

JOHN SULLIVAN - Had a bad cold so he decided to go to Florida on his vacation to get some sunshine and maybe leave the cold down there. He came back with it, and then some.

TOM LABAR - Couldn't go to the Convention this year unless he took his wife. Boy was he sore, when he came back he had such a swell time he has vowed he will never go to any Convention again without Mrs. LaBar.

MISINFORMED - I hear somebody paged FRANK HIGGINS at the President Hotel and all the time he was at the Ambassador.

JERRY GAVEN - Attended the Convention but he worried about his work all the time he was there. He was glad to get back?

A. C. ROBERTSON - Who has been very ill is back on the job.

HAROLD THROCKMORTON - Is recuperating from a serious illness at his home in Freehold.

WHAT DO YOU GOLF BUGS THINK
OF THIS

A Ten Year Club Golf Tournament.
Some week end, with prizes for all brackets?

- PAGE THE PAYMASTER -

A tale is going the rounds about a dim-witted chap who lived in a small town and had no means of support. The "boys" got together and decided to chip in fifty cents each and create a job for--we'll call him Lem. Then they appointed a paymaster. (McCardell)

There was an old brass cannon in the town square, and Lem's job was to polish this cannon every day, rain or shine. At the end of the week the paymaster would turn over seven dollars to him.

Lem worked with great zeal for about three months, polishing and polishing and polishing. Then one Saturday night he approached the paymaster with a wild gleam in his eye.

"I'm quittin' this here job," Lem said.

"What's the matter?" the paymaster asked. "Aren't you satisfied with the working conditions and pay?"

"Oh, yes," Lem replied. "But I've been savin' my money. Yesterday I bought a cannon of my own. Now I'm goin' into business for myself!"

The young man was prematurely gray, and proud of it.

"Looks quite poetic, don't you think?" he asked the girl he had met at the beach.

"It does remind me of a certain poem I once learned," she said meekly.

"And what is that?"

" 'When the Frost is on the Pumpkin.' "

There is only one proper place for a knocker, and that is on the outside of a door.

Another good way to judge a person is by what he laughs at--and how.

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NEGOTIATING

REAL ESTATE DIVISION

The Real Estate Division consists of three sub-divisions; namely, the Negotiating, Title and Legal Bureaus.

The Negotiating Bureau is under the direction of John Franssen, a member of our Club. The primary function of this Bureau is the purchase of properties required in the construction of our Highways. A great number of details are involved before negotiations can be conducted with the owners of the properties involved. It is necessary to secure appraisals based on the value of the property to be taken and damage to the remainder; building values including obsolescence depreciation and replacement costs; cost of removal of buildings and obstructions, etc. The negotiator must be familiar with property values and engineering details in order to intelligently discuss the various matters involved with the property owner. He must familiarize such owner with the exact extent of the land to be taken, the resultant damage or improvement, as the case may be, to his remaining property, the new grade of the highway, in case it is to be lowered or raised, the extent of slopes or fills, etc.

In accordance with the policy of both the State Highway Commissioner and the State Highway Engineer, the foremost thought of the negotiator is to settle with the owners amicably thus reducing condemnation proceedings to a minimum. The good will of the property owner is an asset to this Department and its personnel. During the year 1939 approximately 800 cases involving over 1,000 parcels of land were negotiated, representing a total expenditure of about \$2,000,000.00. It became necessary to institute condemnation proceedings in only 10% of these cases and of this 10% it would be safe to say that 5% were condemned because of inability to locate the owners or because of defective title. This tends to prove the efficiency of our negotiators and the willingness of most property owners to cooperate with this Department in reaching fair and amicable

settlements. While the State has the right by Statute to take privately owned property in advance of making compensation therefor, it is only on rare occasions that it becomes necessary to exercise this right; it being the policy of the Department, as stated above, to reach amicable agreements with the owners prior to taking actual possession of the desired property.

In addition to negotiating for the acquisition of properties needed, the Negotiating Bureau assists the Construction Division in making preliminary estimates on alternate lines and also testifies or assists the Trial Attorneys in all condemnation cases before Condemnation Commissioners or Juries.

TONY ESPOSITO - Has turned several shades darker in the past several weeks. No, its not from shuttling back and forth from Jersey City, its that old Miami sunshine.

NOTICE - Will someone please give Art. Sweeney a pair of pearl gray spats to go with those new "over size" horn-rimmed glasses he's sporting?

TOM STEWART - (W 3 GPU) Wants to hear from some of the other "Radio Hams" in this Department. Come on "Hams" give him an ear full.

JIM (NIMBLE-FINGERS) LAFFAN - Is sporting a new derby plunked down on his ears.

MAGICIANS - "The Conjurors" that Magic Club which has its headquarters in Trenton, boasts of four members who are employed by the Highway Department. They are; Frank Gephart, Robert Green, David Lawshe and Milton Swackhamer. Lawshe and Swackhamer are members of our Club, and both have had the silver loving cup awarded to them for superior performances and their names inscribed thereon. They are now preparing for their Annual Dinner at which time a Magical Excellence Contest will be held.

This edition of "Highlights" has been arranged and typed by James B. Walter and Charles J. Doherty.

Respectfully submitted by
Charles F. Hunt, Chairman

